

## SHIPPING.

### ARRIVALS.

Dec. 30. TORDENSHED, Norwegian str., 739.  
D. L. Danielsen, Mgr.; 24th: December.  
Coals—MELCHERS & Co.

Dec. 31, PACIFIC, British str., 1680, 651a.  
Canton 31st Dec., General—BUTTERFIELD  
& SWIRE.

Dec. 31, CHANGSHA, British str., 3000, J. E.  
Williams, Australia via Manila 10th Dec.,  
General—BUTTERFIELD & SWIRE.

between Saigon 25th Dec., Rice.—SIMPSON & Co.  
Dec. 31, PAUSANG, British str., 1410, Nicol  
Ménour, Java 20th Dec., Sugar.—JARDINE,  
MANNING & Co.  
Dec. 31, HAIMON, British str., 638, H. Bathurst,  
Tampou 28th Dec., Amoy 23th, and Swatow  
30th, General.—DOUGLAS LAFRAIK & Co.  
Dec. 31, LERIMUNO, Italian str., 1714, Balisto,  
Trieste and Singapore 21st Dec., General.  
Saw Amoy 23th, and Swatow 30th.

Dec. 31. BENTLAWEES, British str., 1434. Alex-  
Webster, Kutchninofu 27th Dec., Ovals—  
Gibb, Livingston & Co.  
Dec. 31. ELSEN, German str., 502, Petrosen,  
Meji 28th Dec., Coal.—JENSEN & Co.  
Dec. 31. HIKOSAN MARU, Jap. str., 2,269, P.  
Hallstrom, Kutchninofu 27th Dec., Coal—  
MITSUBI BUREAN KAISHA.  
Dec. 31. HOLSTEIN, German str., 985, J. A. C.

**JENSEN & CO.**  
**CLEARANCES.**  
**AT THE HARBOUR MASTER'S OFFICE.**  
**31ST DECEMBER.**  
*Achilles*, British str., for Singapore.  
*Cassius*, German str., for New York.  
*Nanshan*, British str., for Swatow.  
*Freiburg*, Amr. ship, for Manila.  
*Pha Chom Elao*, British str., for Swatow.  
*Santa*, German str., for Yokohama.

Yuenang, British str., for Manila.  
Sulberg, German str., for Hoiphong.  
Wm. H. Smith, American ship, for New York.  
Takeang, British str., for Swatow.  
Chunsang, British str., for Kobe.  
Promathens, British str., for Shanghai.  
Tordenskjold, Norwegian str., for Canton.  
Lyonmoon, German str., for Shanghai.  
Germania, German str., for Singapore.  
Hajnus, British str., for Swatow.  
Suey, American ship, for Hongkong.

**DEPARTURES**

Dec. 31. HALLAN, French str., for Holland.  
Dec. 31. OCEANA, German str., for Singapore.  
Dec. 31. PROSPER, Norwegian str., for Saigon.  
Dec. 31. MARTHA, German str., for Saigon.  
Dec. 31. ARTHUR, British str., for London.  
Dec. 31. CASSIUS, German str., for New York.  
Dec. 31. CHOWSANG, British str., for Shanghai.  
Dec. 31. CHOWSANG, British str., for Kobe.

Dec. 31. KAINAKI-KHIND, Brit. str., for Europe.  
Dec. 31. NANGHAN, British str., for Swatow.  
Dec. 31. PROMETHEUS, Brit. str., for Shanghai.  
Dec. 31. QUARTA, German str., for Hongkong.

**PASSENGERS.**  
**ARRIVED.**  
For *Letimbro*, str., from Trieste, &c.—Messrs.  
F. Crocco and G. Cilento.  
For *Hatman*, str., from Tamsui, &c.—Mr.  
Hughes.

Mr. Benjamin, Miss Gray, Messrs. Spencer, Sinclair, and Schultz, Mrs. Dawson and child, Mrs. Merol.

DEPARTED.

Per *Kauai*, Hind, str., from Hongkong for Singapore—Mr. and Mrs. D. Haskell, Messrs. A. V. Infone, E. A. Leggatt, E. W. Merri-  
more, Haskell, Jr. and W. E. Smith.  
Per *Brindisi*—Mr. L. H. Rogers, Jr., Mrs. J. Farman, Mrs. D. Witt C. Hay, Mr. A. B. Eulenhayn, Mrs. J. E. Watson, and Miss D.

Tunnard, R.N., Midshipman B.M. Taylor, R.N.,  
J. A. Sles, R.N., E. A. E. Nixon, R.N., G. F.  
B. Blount, R.N., C. A. Fremantle, R.N., W. G.  
Rigg, R.N., G. P. Bamber, R.N., C. M. Dam-  
mers, R.N., H. B. Cox, R.N., J. R. Corner, R.N.,  
F. O. Daw, R.N., J. C. H. Williams, R.N.,  
Messrs. E. Knibb, Frasier, Leigh, Whitnall,  
and Ch. Huggins. From Shanghai for Brindisi.  
—Mr. and Mrs. F. T. Marshall. For London.  
—Miss Goodwin. From Yokohama for Bom-

For Macao—Mr. Tan Tsjun. For London  
—Messrs. C. H. Allen and Jas. Leys. From  
Kobe for Brindisi—Messrs. H. Marcus and J.  
Tschetinin.

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Mr. Hart Buck	Mr. McGowan
Mr. J. E. E. Corcorbine	Mr. H. F. Meyerint
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Mrs. Frischling	Mrs. A. V. Nierop
Mr. & Mrs. Fuchs	Mrs. E. Petersen
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Mr. H. M. Gracey	Dr. Rennie
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Ting, R. R. Thomas, Jacob Diederichsen, Pelican,  
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**The Daily Press.**  
HONGKONG, JANUARY 1st, 1897.

THE YEAR 1896, though it has not been  
without its misfortunes, and very serious  
ones may be looked back upon as having  
been on the whole one of general prosperity  
in the Far East. In the earlier part of the  
year money was plentiful and trade brisk,  
and the values of all first class securities  
advanced considerably. Latterly the con-  
ditions have been less favourable. The  
financial drain upon China caused by the  
recent war with Japan has been felt more  
acutely than at an earlier period and this,  
coupled with the high price of food stuffs  
caused by crop failures, has given rise to  
some stringency in the local money market  
and to restricted consumption of various  
lines of imports. This, however, is a tem-  
porary check only, for crop prospects are  
now favourable, while as to China's financial  
embarrassment, they are not more than the  
country can very easily bear with anything  
like an intelligent administration of her  
resources, and fortunately there are signs  
of the gradual opening-up of the country.

The year has seen the opening of several new  
ports to foreign trade, a railway line connect-  
ing the capital with Tientsin is approaching  
completion, and the construction of a line  
from Peking to Hankow, to be subsequently  
extended to Canton, has been decided upon.

It may be some time yet before the latter  
scheme materializes, but events are moving  
in that direction. The opening of the West  
River was agreed to by China in the early  
part of the year, but the date for giving  
effect to the agreement was deferred pending  
the settlement of other questions, including  
the settlement of the Yunnan and Burmah  
frontier and also, we believe, the extension  
of the boundaries of this colony. Men-  
tioning preparations for the opening of  
Wuchow, the principal port on the river,  
have been in progress, the building of the  
Custom-house being almost completed, and  
there is every reason to believe that early  
in the year new entered upon steamers will  
be seen plying upon that fine waterway.

An expedition has also been in progress for  
a revision of the Chinese fiscal system as  
applied to the taxation of foreign imports.  
China is in want of money and wishes to in-  
crease the Customs tariff. To this foreign

merchants offer no objection provided one  
improvement is made throughout the im-  
port and the duties are done away with.  
Whether China will agree to do this or  
not remains to be seen, but the abolition of  
the tariff system with its all pervading  
wastefulness would prove a profitable to the  
Chinese revenue as to foreign trade. An  
important event of the year was the visit of  
Li Hung-chang to Europe and America,  
and the fruit of his observations ought to  
make for progress in his own country,  
though for the present it is out of favour  
and unable to exercise the influence he  
formerly possessed.

Turning to the surrounding countries, we  
note that Japan has been commercially  
prosperous during the year and that her  
politics have run fairly smoothly. In For-  
mosa, however, she has had a somewhat  
difficult task in the establishment of her  
authority over her new subjects, and indis-  
cretions on the part of some of her officers  
led to painful consequences that were  
regretted, we are sure, by no more than the  
Japanese Government. Affairs in the  
island are now quiet and the expectations  
entertained of the development of the re-  
sources of Formosa under Japanese Gov-  
ernment have not been disappointed. In  
Indo-China France has secured concessions  
on the Yunnan frontier. In her own way she  
is trying to promote trade in her possessions,  
but while the differential tariff remains in  
force the necessities upon her efforts  
is not likely to be large. The Chinese  
journal of Saigon, Huiphong, and Hanoi  
continue steadily giving aid and trying  
to foment quarrels and difficulties with a  
view to further territorial annexations on  
the part of France at the expense of Siam,  
but there is no reason to suppose the Paris  
Government contemplates any departure  
from the agreement arrived at with England  
respecting the integrity of Siam proper. In  
Siam itself progress is slower than we would  
like to see it, but it is fair to observe that  
efforts are being made to improve the  
administration of the law and to place the  
finances on a better basis. In the Philip-  
pines, with which Hongkong has important  
commercial connections, a formidable  
rebellion broke out at the end of August. A  
large number of troops have been sent out  
from Spain to assist in quelling the move-  
ment, but at present the prospects of speedy  
restoration of peace do not appear promising.

In our purely local politics, perhaps the  
most important event that calls for notice  
is the change that has been effected in the  
constitution of the Executive and Legisla-  
tive Councils. Two unofficial members have  
been added to the former body, so that local  
interests are now directly represented in  
the Government. This is one of the  
results of the ratepayers' petition for  
a larger amount of local control over  
local affairs, and although the concession  
has been made in the form of the majority  
of the European residents desired, it is none  
the less an important and valuable exten-  
sion of the principle contended for. In the  
Legislative Council seats have been given  
to the Officer Commanding the Troops and  
to an additional Chinese member. The  
presence of the General in the Council,  
especially as the government is in future  
to devolve upon him in the absence of the  
Governor, will prove a public advantage,  
and the presence of another Chinese  
member on the unofficial side, if it does not  
do much good, will at least do no serious  
harm. The Sanitary Board question has  
been agitated throughout the year, but a  
few days ago a despatch was received from  
the Secretary of State postponing the settle-  
ment of the constitution of the Board until  
the arrival of Sir WILLIAM ROBINSON'S  
successor. We take this to mean that Mr.  
CHAMBERLAIN is inclined to sanction an  
official majority on the Board, in ac-  
cordance with the wishes of the inhabitants  
as emphatically expressed in the poll held  
in May, but that he deems it desirable to  
defer his final decision in order to avoid  
directly overruling the Governor's re-  
commendations. The military con-  
tribution question has also been warmly  
discussed during the year, the point  
at issue being the taxation of our  
municipal revenues for Imperial purposes.

The decision of the home Government has  
been announced and is against the colony,  
but the point will continue to be agitated  
whenever opportunity offers with a view  
of securing a reconsideration of the decision.  
A minor question that gave rise to some  
discussion in the earlier part of the year  
was the necessity of constantly guarding  
against the encroachment of mandarin in-  
fluence in the colony. The particular in-  
cident that brought this old time question  
once more to the front was the ignoring  
of the Governor in connection with the  
opening of the Chinese Chamber of Commerce,  
the chief place on the occasion being taken  
by the Chinese mandarin from Kowloon  
city. A reference to the higher Chinese  
authorities in connection with the matter  
resulted in the publication of an order to  
Chinese mandarins in general that they  
are not to concern themselves with the  
affairs of this colony.

The year's life of disasters is un happily  
a serious case. Plague prevailed for a large  
part of the year in Hongkong and in various  
parts of South China and the consequent  
quarantine to which vessels from Hongkong  
were subjected at various ports constituted  
a serious burden on commerce. There was,  
however, no such panic and exodus of the  
Chinese population as that which prevailed  
in connection with the 1894 outbreak, and  
the interference with local trade was com-  
paratively small. A serious outbreak of  
cattle plague occurred at the Dairy Farm  
Company's premises at Pokfulam and the  
Company lost almost its entire herd, but  
fortunately the disease did not spread to  
the other dairies. A disaster of appalling  
magnitude was the great tidal wave which  
swept the north-west coast of Japan in June,  
causing a loss of about twenty-seven thou-  
sand lives. Japan also suffered severely  
during the summer from typhoons and  
floods, the latter for a time interrupting  
railway communication at various points.

In Hongkong we had on the 29th July the  
most severe typhoon that has visited the  
colony since the memorable typhoon of 1874,  
but thanks to the timely warning given by  
the damage wrought was comparatively small.

Under the ending of maritime disasters, two  
ships were lost during the year. The *Impe-  
rial* of London, a clipper, was wrecked off  
the coast of China, and the *Imperial* of  
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## NOTICE TO CONSIGNEES.

## THE P. &amp; O. N. Co's Steamship

**"ROSETTA,"**  
FROM HONGKONG, COLOMBO, AND  
SINGAPORE.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk  
in the Hongkong and Kowloon Wharf and  
Godown Company's Godown at Kowloon, where  
such consignees will be sorted out mark by  
mark and delivery can be obtained as soon as  
the goods are landed.

This vessel brings on Cargo—  
From London, Calcutta, and Ceylon, and  
From Australia, or as *Aranda*.  
From Persian Gulf, or as *Bagdad* and  
*Penna*.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.

Goods not cleared by the 3rd proximo, at  
4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All damaged packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognized.

H. A. MITCHELL,  
Superintendent.

Hongkong, 28th December, 1896. [1]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "OLYMPIA,"

## FROM TACOMA, VICTORIA, YOKO-

## HAMA, KOBÉ, AND HONOLULU.

THE above Steamship having arrived, Con-  
signees of Cargo are hereby requested to  
attend to their Bills of Lading for transship-  
ment, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at Consignees' risk and ex-  
pense.

DODWELL, CARILLI & CO.,  
Agents.

Hongkong, 29th December, 1896. [2]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamers

"PROMETHEUS,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Undergrate, in both cases it  
will be at Consignees' risk and expense.

Goods undelivered after the 8th January will  
be subject to rent. All damaged Goods must  
be left in the Godown where they will be  
examined at 11 A.M. on the 9th January.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 30th December, 1896. [3096]

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG, AND

## SINGAPORE.

THE Steamship  
"LIGHTNING,"  
having arrived from the ports, Consignees  
of Cargo are hereby informed that their goods  
will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after the 1st January will be  
landed at Consignees' risk and expense into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at  
Wanchai.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IMMEDIATE  
delivery of their Goods from alongside,  
such Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & CO.,  
Agents.

Hongkong, 30th December, 1896. [2896]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamship

## "MAZAGON,"

## FROM HONGKONG, COLOMBO, AND

## SINGAPORE.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where such  
consignees will be sorted out mark by mark  
and delivery can be obtained as soon as the  
goods are landed.

This vessel brings on Cargo—  
From Persian Gulf, or as *Nauah*, *Mejidah*,  
and  
From Australia, or as *Aranda*.

Goods not cleared by the 3rd proximo, at  
4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.

All damaged packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognized.

H. A. MITCHELL,  
Superintendent.

Hongkong, 30th December, 1896. [1]

## VESSELS ON THE BERTH.

## CHINA NAVIGATION COMPANY, LIMITED

## FOR SHANGHAI VIA SWATOW.

THE Company's Steamship  
"BOHOW,"  
Captain Penzance, will be despatched as  
above TO-DAY, the 1st January, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 30th December, 1896. [2987]

## NAVIGAZIONE GENERALE ITALIANA

## (FLORENCE &amp; TRIESTE) UNION COMPANIES

## STEAM FOR

## SINGAPORE, PENANG, AND

## SINGAPORE.

Having connection with Company's Mail Steamers  
to ADEN, SUVA, PORT SAID,  
MESSINA, NAPLES, LEGHORN, and  
GENOA, also VENICE and TRIESTE,  
via ADEN, SUEZ, ADEN, and  
ALEXANDRIA, and SOUTH AMERICAN  
PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, via ALEXANDRIA,  
YAFEN, ALEXANDRIA, ALGERIA,  
and MALAGA.

THE Steamship  
"LEMBRO,"  
Captain Belletti, will be despatched as above  
on MONDAY, the 4th Jan., at Noon.  
At Bombay the Steamers are discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 22nd December, 1896. [2]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAMARANG AND SOERABAYA.

THE Company's Steamship  
"HUPH,"  
Captain Quail, will be despatched as above  
on MONDAY, the 4th January, 1897.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 28th December, 1896. [2972]

## "GLENN" LINE OF STEAM PACKETS.

## FOR LONDON VIA SUEZ CANAL.

THE Steamship  
"GLENN,"  
Captain Ferguson, will be despatched as above  
on MONDAY, the 4th January, 1897.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 16th December, 1896. [2916]

## VESSELS ON THE BERTH.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANY.

## VIA INLAND SEA OF JAPAN.

THE Steamship "PELICAN,"  
Captain Dilling, sailing at DAYLIGHT, on  
TUESDAY, the 5th January, will proceed to  
VICTORIA, B.C., and TACOMA, Wash., via  
KOBÉ and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports must be sent forward by the steamer to the  
care of the Freight Agent, Northern Pacific Rail-  
road, Tacoma, Wash.

Passengers are requested to see to their baggage  
marked in full by 5 P.M. on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARILLI & CO.,  
General Agents.

Hongkong, 29th December, 1896. [9]

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

## SINGAPORE, COLOMBO, ADEN, SUEZ,

## PORT SAID, NAPLES, GENOA, ANTWERP,

## BREMEN, AND HAMBURG.

PORTS IN THE EAST: YOKOHAMA, KOBÉ,  
SINGAPORE, AND SOUTH AMERICAN  
PORTS.

THE Company's Steamers will call at  
SOUTHERN PORTS TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PORTS OF THE WORLD.

PROPOSED SAILING FROM HONGKONG.

HATEN, Tuesday, 12th Jan. 5th Jan.  
PRINCE OF WELLS, Tuesday, 12th Jan. 2nd Feb.  
FROBENIUS, Tuesday, 12th Jan. 2nd March.

On TUESDAY, the 5th day of January,  
1897, at 9 A.M., the Company's Steamship  
"PASCAL," Captain Blau, with MAIL,  
PASSENGERS, and CARGO, will  
leave this Port as above, CALLING at NAPLES  
and GENOA.

Shipping Orders will be granted till 5 P.M.  
on SATURDAY, the 2nd January, Cargo and  
Specie will be received on Board until 5 P.M.  
on MONDAY, the 4th January, and Parcels will  
be received at the Agency's Office until NOON  
on MONDAY, the 4th January. Consignees of  
Parcels are requested. No Parcel Receipts will  
be signed at less than 32 and Parcels should  
not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation  
and carries a Doctor and a Stewardess.  
Liners can be worked on board.

For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 11th December, 1896. [7]

## NIPPON YUSEN KAISHA.

## JAPAN-EUROPE LINE.

## (MONTHLY SERVICE).

FOR SINGAPORE, COLOMBO, PORT  
SAID, MANZILLA, NEWCASTLE,  
ANTWERP, ZAANDAM, AND  
LONDON.

THE Company's Steamship  
"KAGOSHIMA MARU,"  
Captain Tennant, will be despatched as above  
on TUESDAY, the 5th January, at Noon,  
instead of as previously advertised.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 24th December, 1896. [2993]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND

## PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"TSINAN,"  
Captain Ramsay, will be despatched on TUES-  
DAY, the 5th Jan., at Noon.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. First Class Saloon is situated forward  
of the main Mast, and is refrigerated by Chan-  
nel's Patent Cold Water System, and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 28th December, 1896. [2945]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTES FRANÇAIS.

NOTICE.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## YOKOHAMA, KOBE, ADEN, AND

## PORT SAID.

On WEDNESDAY, the 6th Jan., at Noon,  
the Company's Steamship  
"YAKRA," Captain Flaudin, with  
MAIL, Passengers, Specie, and Cargo, will  
leave this Port for MANZILLA, via  
BOMBAY.

This steamer connects at COLOMBO with the  
S.S. "VILLE DE LA COTE," which  
leaves that port on the 18th January direct to  
Suva, Port Said, and Marseilles.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till 4 P.M.  
will be received on board until 4 P.M., Specie  
and Parcels until 3 P.M. on MONDAY, the 4th  
Jan. (Parcels are not to be sent on board,  
they must be left at the Agency's Office).  
Contents and Value of Packages are required.

For further Particulars, apply to the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd December, 1896. [2]

## THE BRITISH BANK.

## FOR SAN FRANCISCO.

"SUNBOW,"  
Rehberg, Master, will leave here for the above  
port and will quick despatch.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 7th December, 1896. [2778]

## VESSELS ADVERTISED AS LOADING.

## VESSELS ON THE BERTH.

## VESSELS ON THE BERTH.

THE Company's Steamship  
"DORIC,"  
will be despatched from SAN FRANCISCO  
via SHANGHAI, NAGASAKI, KOBÉ,  
YOKOHAMA, and HONOLULU, on SATURDAY, the 16th  
JANUARY, 1897, at Noon.

Through Bills of Lading issued for Liver-  
pool, Glasgow, Cardiff, and other ports.  
RIVER PLATE, &c.

H. L. ALLEN, Commodore, will be despatched as  
above on or about the 17th January, 1897.  
For Freight, apply to  
HOLLIDAY, WISE & CO.,  
Agents.

Hongkong, 28th December, 1896. [2226]

## FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship  
"POLYPHEMUS,"  
Captain Goodwin, will be despatched on FRI-  
DAY, the 15th January.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st December, 1896. [2657]

## OCEAN RAILWAY AND NAVI-

## GATION COMPANY'S PACIFIC

## STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

MR. LEBANON, Saturday, 16th Jan.  
TAKING PASSENGERS AND CARGO FOR THE UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship  
"MOUNT LEBANON,"  
will be despatched from VICTORIA,  
B.C., and PORTLAND, OREGON, via  
KOBÉ and YOKOHAMA, on SATURDAY,  
the 16th January.

Consular Invoices of Goods for United States  
Ports should be in. QUADRUPLET, and  
one Copy must be sent forward by the Steamer  
to the care of the GENERAL FREIGHT AGENT,  
Oregon Railway and Navigation Co., Portland,  
Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th December, 1896. [2901]

## STEAM TO NATAL AND CAPE POINTS

THE NATAL RESCUE LINE.

(Messrs. BUTLER, KING & CO.'S LINE)

THE Undermentioned having been appointed  
GENERAL AGENTS in OREGON and  
JAPAN for the above Line are prepared to issue  
THROUGH BILLS OF LADING FOR NATAL,  
CAPE POINT, and other ports.

For Freight and further Particulars,  
Apply to  
DODWELL, CARILLI & CO.,  
General Agents for China and Japan.

Hongkong, 19th October, 1896. [10]

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